

Strategic Transportation Investments
Senate PCS to HB 817 (for Senate Finance Committee)

Revenues Subject to Formula (G.S. 136-189.11(a)): Highway Trust Fund revenue and Federal-aid funds		
"OFF-THE-TOP" (G.S. 136-176 (b))	Administrative Costs, Bond Interest and Bond Redemption	
Exemptions from 40/30/30 Allocations (G.S. 136-189.11(b))	1	CMAQ (Equity Formula exemption authorized in 2000)
	2	Competitive and discretionary federal grants (Equity Formula exemption authorized in 1999)
	3	Pre-MAP 21 federal funds specifically designated for Appalachian Development Highway System projects (Equity Formula exemption authorized in 2010)
	4	GARVEE debt service for Phase 1 of Yadkin River Bridge (Equity Formula exemption authorized in 2010)
	5	Gap funds that support bonds for any toll road project (Equity Formula exemption authorized in 2002)
	6	Hold-harmless funds for STIP projects scheduled for construction (letting stage) between FY2013 - FY2015
	7	Toll collections and bond proceeds related to Turnpike projects (Equity Formula exemption authorized in 2002)
	8	Ferry toll collections
	9	STP-DA (In regional category for regional projects)
Projects subject to different prioritizations. 40/30/30 tier depends on type of road system (G.S. 136-189.11(c))	1. Federal bridge replacement	
	2. Federal interstate maintenance	
	3. Federal highway safety improvements	

Prioritization Process: Highway - G.S. 136-189.11(d)(1-3) Non-highway - G.S. 136-189.11 (d)(4)	
Modes	Criteria and Score
Highways	Criteria: Benefit-cost; Congestion; Safety; Freight; Multi-modal; Pavement condition; Lane width; and Shoulder width (Accessibility and Connectivity to employment centers, tourist destinations, or military installations-Regional/Division category)(Economic Competitiveness in Statewide category only). Scale totals 100 points.
Aviation	Non-highway prioritizations require a minimum of four quantitative criteria, to be determined by NCDOT Prioritization Office. Scale may not exceed 100 points. Some non-highway modes may require two prioritization processes.
Bike and pedestrian	
Ferry	
Public Transportation	
Rail	

Strategic Transportation Investments
Senate PCS to HB 817 (for Senate Finance Committee)

		Statewide Strategic Mobility Projects	Regional Impact Projects	Division Needs Projects
%		40%	30%	30%
Statutory Ref.		136-189.10(1)	136-189.10(2)	136-189.10(3)
Scoring		100% data	70% data/30% local	50% data/50% local
Distribution		Statewide	By Population in 7 Regions (G.S. 136-189.10(4))	By Equal Share to 14 Highway Divisions
Allowable Systems	1	Interstates	Included	Included
	2	NHS routes, excluding intermodal connectors	Included, plus all US and NC routes	All State-maintained highways
	3	STRAHNET (Military)	Included	Included
	4	Tolled routes	Included	Included
	5	Unfinished Intrastate projects	Included	Included
	6	ADHS routes	Included	Included
	7	Airports: 4 largest with international service (\$500,000 cap each)	All commercial service airports (\$300,000 cap each)	All airports (total funding cap of \$18.5m)
	8	Rail: Class I freight improvements	Frieght rail lines spanning 2 or more counties	All freight rail lines
	9		Ferry: State maintained ferry system, excluding passenger vessel replacement	Included, plus passenger vessel replacement
	10			All public transportation services includes inter-city, commuter, and light rail
	11			Multi-modal terminals and stations servicing passenger transit systems
	12			Federally-funded bicycle and pedestrian projects

Projects subject to different prioritizations specific to 30% Division Needs tier (G.S. 136-189.11(d)(3)(b))	1. Federal STP-DA: Div. projects
	2. Federal Transportation Alternatives
	3. Federal rail-highway crossings
	4. Ec dev projects (\$2m project cap; \$10m total funding cap)
	5. Federally-funded municipal road projects